

Intimations.

VICTORIA DISPENSARY.

COD LIVER OIL JELLY.

This is a sweet and palatable jelly easily retained and digested by the most delicate stomach. Children speedily grow fond of it and ask for more, and although it contains 50 per cent. of the purest Cod Liver Oil, all fishy taste and flavour is entirely covered.

COD LIVER OIL EMULSION.

A form in which the oil may be taken without difficulty by delicate patients and children.

BALSAM OF ANISEED AND LIQUORICE.

For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Chest, &c.

SIR R. MARTIN'S MIXTURE.

The remedy for Influenza, Cold in the Head, Hay Fever, Catarrh. Prepared from a prescription of Sir R. Martin. 50 Cents and \$1.00.

DAKIN, CRUICKSHANK & CO., LD.

Hongkong, 4th October, 1891.

A. S. WATSON & CO., LD.

SEEDS.

WE have received 25 S.S. ROSETTA our first shipment for this Season of VEGETABLE AND FLOWER SEEDS, and are now prepared to execute orders promptly.

CATALOGUES containing numbers and names of Seeds with HINTS FOR GARDENING and other useful information, will be sent post free to any address on application.

Orders from one person \$5.00 to \$10.00, 25 per cent. discount allowed.

over \$10.00, in extra 5 per cent. discount allowed.

CLAY'S FERTILIZER.

A High-Class FERTILIZER for POT PLANTS and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in this containing 10 lbs. each, \$1.50.

25 lbs. " " \$4.00.

Special quotations for large quantities.

RANSOME'S NEW PARIS

LAWN MOWERS.

\$17.00 each.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 14th September, 1892.

BIRTH.

On the 9th October, at Kobe, the wife of R. von KRENCK, His Imperial German Majesty's Consul, of a daughter.

The Hongkong Telegraph.

HONGKONG—THURSDAY, OCTOBER 13, 1892.

TELEGRAMS.

(Special to "Hongkong Telegraph.")

HONGKONG AND THE KOBE REGATTA.

SHANAGAI, October 13th.

Hongkong crew arrived to-day by *Empress*, typhoon-struck and heavily seasick. Refuse to proceed to Kobe, or to venture on water any more anywhere. Going to walk home, via Kowloon City. Sold their boat to pay for pick-me-ups. Picked up—and run in. Ball wanted.

THE NEW POET LAUREATE.

We are indebted to Reuters for the information that our Office has been asked to accept the laurel wreath, *poet* Tennyson, deceased. Our valued representative in, however, in Macao, for the benefit of his creditors, and cannot accept unless he is allowed to remain beyond the reach of the Supreme Court.

LOCAL AND GENERAL.

The latest Japanese curiosity, according to the vernacular press, is a baby lately born at Okazaki. This youngster's body is purple, whilst his (or her) hair is white as snow.

A JAPANESE native paper states that Count Inouye wishes to increase the number of open ports for the development of foreign trade in Japan, and is insisting on opening Shimonoseki and Toba at an early date.

We are informed by the Secretary of the Penang Mining Co. of the receipt of a telegram from the mine advising the September crushing as 330 tons yielding 150 ounces of gold, and that the yield was likely to improve. It will be remembered that the piston rod to one of the pumps broke at the end of August, and had to be sent to Singapore for repair. This has doubtless affected the month's working.

A GOVERNMENT Order has lately been issued in Burma prohibiting public servants from trading either directly or through their wives and other relatives. Reports of district officers revealed that some extra-adjutant commissioners were dealing with firms as paddy brokers, and other officers as bullion, rice merchants, etc. Cautious officers are therefore warned to refrain in future from trading in any shape or form.

The Nagasaki *Rising Sun* understands from native sources that the Chinese followers of Confucius in that town have decided upon constructing a large temple at Oura, on lot No. 31, at an estimated cost of \$17,000. The amount subscribed has reached already \$11,000, including \$2,000 by the Chinese Emperor, \$2,000 by the Chinese Minister in Tokyo, \$2,000 by the Yokohama residents, \$1,000 by the Kobe residents, and \$600 by Chinese in Nagasaki.

An American belle is described as wearing as a bathing costume at a summer resort this year a garment made of "black corded silk trimmed with white lace," which, when wet, glided and glittered in the sunlight in a most effective manner. It had close trousers to the knees, fast by black silk stockings, held in place by jet garters. A Russian blouse, reaching half-way to the knees, was worn over these, and belted with a filagree jet corset. A black silk turban formed of a twisted handkerchief was set on the pretty head of the fair wearer.

As will be seen from an advertisement in another part of this issue, the Mount Austin Hotel Co. is offering special inducements to visitors and residents throughout the winter months. The tariff, as set out in the notice, is an exceedingly reasonable one for this palatial establishment, and no doubt it will ensure a lengthy visitors' list. The tendency to maintain high rates at our local hotels has been, in our opinion, carried a trifle too far—especially as regards regular boarders, and we feel sure that a more moderate tariff in these hard times would have proved sound policy in the long run. However, the terms of the Mount Austin Hotel are reasonable enough, and the change will no doubt be thoroughly appreciated.

In the London Bankruptcy Court on the 8th ult. a general meeting of creditors was held under the failure of Adams, Bell and Co., for the purpose of appointing a trustee in place of Mr. Arthur Cooper, accountant, lately deceased. The debtors were merchants, carrying on business in London, Liverpool, China, and Japan, and the joint accounts show liabilities £563,727, of which £210,272 is secured, and assets £14,022. On the motion of Messrs. Croxall and Blyth, solicitors for the Yokohama Specie Bank (limited), creditors for £96,000, Mr. E. H. Fletcher, of the firm of Messrs. Cooper Brothers, accountant, was elected to the vacant office. It was stated that a dividend of about 1s. in the pound would shortly be declared, and that the estate would be wound up in the course of three or four months.

THE Japanese have solved the problem of an effective drink cure, which knower Kely's bi-cholesterol of gold remedy as high as the Tower of Babel. A man named Ohara—no relation to the famous Irishman of that name—was a great profligate and a confirmed drunkard; his relatives had admonished him and endeavored to induce him to reform on many occasions, but without avail. And then his sisters and kinsmen held a consultation, and as the result of their deliberations called a doctor named Anno, who was instructed to prepare a dose that would put a stop to Mr. Ohara's "boozing." Doctor Anno administered a deadly draught which did not administer to the victim of alcohol, and now Ohara's spirit has gone aloft, and the Japanese police are making inquiries into this new cure for inebriety.

ACCORDING to a Japanese vernacular print, the Kyushu coals have lately held their own against the English and Australian coals at Hongkong and other eastern ports. The annual export now amounts to over 1,200,000 tons, and the annual value to yen 4,700,000. They are, however, not without foes at home. The Tanko Railway Co. is the most dangerous rival. The Company having a large capital, possessing its own railway, and moreover, being subsidized, can sell its coals at exceedingly low prices. This is one of the causes of the bankruptcy of some coal-miners of Kyushu, and the suspension of work by others. The coal-miners of Kyushu are therefore said to be intending to memorialize the Government to give a subsidy to a Company such as the Chiketo Railway Co., or else to give indirect protection to the Kyushu miners by increasing the facility of transportation of coals by constructing a pier at Moji.

UNDER the heading "Heat in the Stoko-bok," "J.A." writes to the *Pail Mail Budget* on the 3rd ult. Regarding the amount of heat in a stoko-bok, the writer says that with practical experience he has conceived of a non-conducting material of some kind or another, and the passage of air through the ventilating and gratings to supply the furnace counterbalances to a great extent the radiation of heat from the uncovered part of the boiler. It follows, I think, that the present system of firing is when the fuel lies. During the combustion of the fuel, chlorine is deposited upon the furnace bars, and must be broken up by admixing the air into the fire. Whether this is done by pricking or allowing it is a hot job for the stokers firing and trimming the fire, more especially since forced air came into use with increased heat in the furnaces, the process requiring the furnace doors to be open, heat escaping into the stoko-bok, and cold air into the furnace, damping the fire and damaging the grate. The gas goes on throughout the watch. You can imagine in what condition a stoker can be at the end of it, more especially in those vessels that are matched (as one might say) against time. Seven or eight years ago I advocated in the *Dundee Advertiser* the use of mechanical stokers on board steamships; the primary object was the saving of fuel. The advantage to the stoker, however, is that, owing to the continuous nature of the work, the stoker can rest upon the bars; therefore, no pricking or poking is required. As the coal is fed regularly, the furnace doors do not require to be opened; consequently, the only heat in the stoko-bok is the radiation from the front of the boiler. I did not see them, and I do not see any; but I am sure, as a stoker, it is claimed for them that they save 15 per cent. of fuel, and for economy if not for humanitarian reasons they ought to be tested.

At the Magistracy to-day, before Mr. Wodehouse, Acting Inspector Duncan obtained convictions against a group of Chinese gamblers, who paid up fines ranging up to \$75.

We hear that one of the "Glen" boats had to put into Amoy owing to her cargo having shifted during the severe weather recently experienced in the Formosa Channel.

THE German steamship *Talisking*, in from Saigon this morning, reports having experienced a strong current running in a south-westerly direction during the last two days of her voyage.

A Knox consignment came that through the agency of Messrs. Faber and Wolff the transfer of the Norwegian steamer *Amelia* has been completed. The Japanese flag was hoisted on the 6th inst. and the name of the vessel changed to *Hokumaru*.

THE Canadian Pacific Railway Co.'s Royal mail steamship *Empress of Japan*, from Hongkong, arrived at Shanghai at 5.30 this (Thursday) morning, having experienced very heavy weather. She will proceed at 2 a.m. to-morrow, for Vancouver, via Kobe and Yokohama.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge, with thanks, the following donations to the funds of the Hospital—Canadian Pacific Railway Co., \$100; In Chok Kai, \$10; Yang Hin Pong, \$10.

THE *Hong Kong News* understands that the following offices had insurance on the Hotel des Colonies, the Royal Insurance Company, Messrs. O. Reimers & Co., \$10,000; the Manchester Fire Insurance Co., Mr. C. Brass, \$14,000; Commercial Union Fire Insurance Co., Mr. Posch, \$7,000; Liverpool London and Globe, Messrs. Samuel Samuel & Co., \$8,000; and the South British Fire Insurance Co., \$8,000.

THE *Kobe Nippo* states that a junk of 200 *koku*, burden, owned by Mr. Mura of Shimonoseki, was over-hauled and sunk by a steamer at about twelve on the night of Sept. 26th, while sailing between Oryshima and Tsushima on her way to Kyushu. One of the crew was killed outright, and the other three more or less injured. The steamer is supposed to be a foreign vessel which left Kobe on the same day.

THE *Hong Kong News* of Oct. 5th says that according to the report of the Kobe branch of the Osaka Kerosene Co. the receipts of kerosene oil there during last month were 99,000 cases, and the number of cases of oil sent to the interior during the month 168,481. There were 535,466 cases in stock on the 1st instant. The quotations are high at present, Atlantic freight 1s. 1/2 and Russian yen 1.68. A further advance is expected.

OUR information regarding the case pending before Major Brod. Li, of Shanghai, Messrs. Jardine, Matheson & Co., in which the plaintiffs claim \$30,000 as damages for serious alleged irregularities in connection with the *Wing Hing*, was incorrect in two or three material details, which we now hasten to correct. Messrs. Wotton and Deacon inform us that they, and not Messrs. Johnson, St. John and Master, represent Messrs. Jardine, Wotton & Co., who have retained Mr. J. J. Francis, Q.C., and further that Messrs. Denyse and Messon are instructing Mr. W. H. Drummond of Shanghai on behalf of the plaintiffs.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. H. E. Pollock, Acting Puisne Judge.)

October 13th.

KOWLOON CITY LAUNDRY.

Cheong Tai Yi and Ho Po Tai, alias Ho King Shan, for \$370, for the hire of a steam launch during one month and five days between Hongkong and Kowloon. Mr. Wilkinson was for plaintiff, Mr. Drayns for defendant.

The writ having been made out against the defendant as master of the Cheong Tai Hong, which was found to be his only manager. The Court therefore waited half an hour, with great patience.

The defendant admitted having signed a written contract to pay the sum on which the claim was based, but said that he was not the person whose signature he put to it, but only an agent.

On the evidence, it was shown that defendant chartered the plaintiff's launch at \$310 a month and set a lien from the Kowloon City Mandarin. As the run did not pay, he lent agreed to take back the charter, and pay \$450 in full payment. This, he said, had not yet been paid, only a few small sums.

Defendant said it had been paid, by handing over to plaintiff the Kowloon Mandarin's licence, which cost \$500. There had been a change of Mandarin, and plaintiff found the document useless, hence the action.

Judgment for defendant, as plaintiff was evidently not speaking the truth.

THE RECENT TYPHOON.

NO NEWS OF THE "BOHARA."

THE "PORPOISE ON THE REAR."

Up to six o'clock to-day no news of the P. and O. steamer *Bohara*, with the homeward-bound English mail and the badly defeated Hongkong cricketers from Shanghai, had been received by the local Superintendent.

The American mail steamer *City of Peking*, considerably overdue from Yokohama, was signalled at 10.35 this morning, and arrived at her moorings at midday.

After leaving Yokohama on the 6th instant the *City of Peking* experienced very heavy weather which is described in her report, thus:—"Had moderate to fresh north-east to east winds to Kuro Island, where the weather became squally with rain and heavy squalls. On the 10th inst. we encountered a very heavy rain squall, with heavy squalls and heavy rain, which lasted for 17 hours. On the 11th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 12th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 13th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 14th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. 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On the 17th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 18th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 19th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 20th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 21st, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 22nd, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 23rd, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 24th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 25th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 26th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 27th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 28th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 29th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 30th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. 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On the 14th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 15th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy rain, which lasted for 17 hours. On the 16th, wind and sea moderated to a light breeze from N.E. with squalls of rain and heavy

The Share Market.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—105 per cent.
 The National Bank of China, Ltd.—on 27.0.0.
 paid up—30 per cent. dis. sellers.
 The National Bank of China, Ltd.—Founders' shares, 200 per cent. above, sellers.
 The Bank of China, Japan & the Straits Ltd.—Founders' shares, 218, 200 per cent. above, sellers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, buyers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$35 per share, ex div., buyers.
 China Traders' Insurance Company—\$37 per share, sales and sellers.
 North China Insurance—Tia. 243 per share, buyers.
 Canton Insurance Company, Limited—\$112 per share, sales and buyers.
 Yantai Insurance Association—\$102, buyers.
 On Tai Insurance Company, Limited—Tia. 150 per share.
 Hongkong Fire Insurance Company—\$267 per share, sellers.
 China Marine Insurance Company—\$364 per share, sales and sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$23, sellers.
 China and Manila Steam Ship Company—28 per share, sales and buyers.
 Indo-China Steam Navigation Company, Limited—474 per cent. discount, sellers.
 Douglas Steamship Company—\$36 per share, ex div. sales and sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$76 per cent. premium, sellers.
 Geo. Fowkes & Co., Limited—\$15 per share, sales and buyers.
 Hongkong Hotel Company—\$25, sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debenture—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$46 per share, sellers.
 The Shamrock Hotel Co., Limited—\$5 per share, sellers.
 Punjion and Sungle Dua Samtanian Mining Co.—\$23.5 per share, sales and buyers.
 The Rumbold Mining Co., Limited—30 cents per share, buyers.
 New Islands Mining Co., Limited—\$1 per share, nominal.
 The Balmoral Gold Mining Co., Limited—nominal.
 Tongkoo Coal Mining Co.—\$140 per share, buyers.
 The Teikoku Mining and Trading Co., Limited—\$5 per share, sales and sellers.
 The Selama Tin Mining Co., Limited—121 cents per share, sales and buyers.
 London and Pacific Petroleum Co., Ltd.—\$2 sellers.
 China Sugar Refining Company, Limited—\$145 per share, sales and sellers.
 Luson Sugar Refining Company, Limited—nominal.
 A. S. Watson & Co., Limited—\$163 per share, sales and sellers.
 Dakin, Cruickshank & Co., Limited—\$2 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$3 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$3 per share, buyers.
 The West Point Building Co., Limited—\$28 per share, sales and buyers.
 H. G. Brown & Co., Limited—\$24 per share, sales and sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$47 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$97 per share, sales and sellers.
 Hongkong Gas Company—\$102 per share, sellers.
 Hongkong Ice Company—\$68 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$4 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$31 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$2 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.

On London—Bank, T. T. 2/9
 Bank Bills, on demand 2/9
 Bank Bills, at 4 months' sight 2/10
 Credits at 4 months' sight 2/10
 Documentary Bills, at 4 months' sight 2/10
 On Paris—Bank Bills, on demand 3/51
 Credits, at 4 months' sight 3/52
 On India—T. T. 226
 On Demand 227
 On Shanghai—Bank, T. T. 721
 Private, 30 days' sight 73

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mrs. G. Armstrong, Surg.-Major Robbins.
 Miss E. Armstrong, Mrs. Robbins.
 Mr. C. M. Belslow and Mr. J. R. Belslow.
 Mr. A. E. Breton, Mr. W. H. Sharp.
 Mr. & Mrs. C. Davidson, Mr. F. A. Shaw.
 Mr. R. J. Dean, Mr. T. E. Shean.
 Mr. Gen. Fenwick, Mr. & Mrs. Spier and daughter.
 Miss Gush, Mr. F. Spier.
 Captain T. H. H., Dr. K. T. Stewart.
 Mr. T. H. Howard, Mr. W. Tarn.
 Mr. O. Jensen, Mr. G. T. Tarn.
 Colonel E. Judd, Mr. G. T. Tarn.
 Mr. A. Mathis, Mr. O. Tarn.
 Rev. J. M. Moffat, Capt. W. S. Wyles.
 Mr. M. Pottel, Mr. & Mrs. de Yong.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chaudet, Mr. W. R. Needham.
 Major Clayton, Surgeon-Colonel R. F. Paterson.
 Countess de Coustess, de Gelo.
 Mr. W. S. Harrison, Miss Paterson.
 Mr. M. J. Hayes, Mr. O. Paterson.
 Mr. V. K. Hayes, Mr. G. L. Tomlin.
 Mr. P. J. Hayes, Mr. David Wood.

Shipping.

ARRIVALS.
 HONGKONG, British steamer, 1,465, James Young, 19th Oct.—Peking 10th Oct. and 20th Oct. 1892.—Jardine, Matheson & Co.

TAKSANO, British steamer, 977, Freeman, 15th Oct.—Hollo 9th October, Sugar and Sapan-wood.—Jardine, Matheson & Co.
TAI-KO-KONG, German steamer, 822, H. T. Splinter, 15th Oct.—Salmon 15th Oct. Rice and Rice Flour.—Meyer & Co.
PIRA NANO, British steamer, 1,027, W. H. Watton, 15th Oct.—Tacoma 10th Sept. and Kobe 6th Oct. General.—Butterfield & Swire.
CITY OF PEKING, American steamer, 3,129, R. R. Scarle, 15th Oct.—San Francisco 17th Sept. and Yokohama 6th Oct. Mails and General.—P. & O. S. N. Co.
PIRA CHOM KLAO, British steamer, 1,011, J. Fowler, 15th Oct.—Bangkok 3rd Oct. and Koh-si-chang 5th. General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
 Nampo, British steamer, for Swatow, 18th Oct.
 Taylor, German steamer, for Shanghai, 18th Oct.
 Velocity, British bark, for Honolulu.

DEPARTURES.
 October 12, Charon Wallana, Siamese bark, for Bangkok.
 October 12, Kaitong, British str., for Canton.
 October 12, Nanchang, British str., for Canton.
 October 12, Avonhill, British str., for Hongkong.
 October 12, Chusan, German steamer, for Hongkong.

October 12, Zaira, British str., for Amoy, 18th Oct.
 October 12, Sunklang, British str., for Amoy, 18th Oct.
 October 12, Gualter, British steamer, for Singapore, 18th Oct.
 October 12, Ningbo, German str., for Shanghai.
 October 12, Diamond, British str., for Amoy, 18th Oct.

PASSENGERS—ARRIVED.
 Per Takahong, str., from Saigon, for Hongkong—16 Chinese. For Swatow—21 Chinese.
 Per Pira Nang, str., from Tacoma, 10 Chinese.
 Per City of Peking, str., from San Francisco, 40—Mr. and Mrs. C. Eckley, Mr. and Mrs. G. M. Dore, Mrs. L. W. Eddy, Mrs. Andrews, Messrs. A. Ronsdorf, A. C. Manners, Lieut. G. Arbonin, and 200 Chinese.
 Per Pira Chom Kiao, str., from Bangkok, 40—Miss Flanagan, and 50 Chinese.

TO DEPART.
 Per Verona, str., from Hongkong for Singapore.—Rev. Father Antonio Marcellino Morelli, Messrs. O. Weber, R. Brereton, J. J. Ruben, and Presbyter Antonio Maria Esteves, for Bombay.—Messrs. D. M. Limjoe and N. D. Tata. For Brindisi.—Lieut. Müller, for London.—Messrs. J. M. Hooper, R. J. Dean, G. Cooper, and Mrs. C. Armstrong and daughter. From Yokohama for Penang.—Mr. and Mrs. Dalton and 2 children. For Bombay.—Mr. Spier, for London.—Mr. Glauert, from Kobe for London.—Mr. and Mrs. Cuthbertson, and Miss Gush.—From Nagasaki for Singapore.—Messrs. K. Fukui.

REPORTS.

The German steamship Takahong reports that she left Saigon on the 8th instant. Had fresh to strong breeze from north and north-west, and strong current to south-west. The last two days had moderate wind from north and north-east. In Saigon the steamship Donar.

The British steamship Pira Chom Kiao reports that she left Bangkok on the 10th instant, and Koh-si-chang on the 5th. Experienced variable winds and fine weather to Cape Padaranga; thence to Paracels had strong north to north-east winds and sea with adverse currents. From Paracels to port had moderate to fresh north-east winds and fine weather.

The British steamship Takahong reports that she left Holo on the 9th instant. Had fresh to strong winds and moderate sea to Caba Island; after passing the reef met with a very heavy northerly swell and moderate weather, wind until 15th, when the wind shifted to the north-east, and the heavy swell moderated. Passed the night of the 8th at anchor in Holo to avoid a typhoon (reported outside). Had very heavy squalls of wind and rain during the night. Lowest barometer reading 29.60. On the 9th passed the German steamship Amoy just outside Holo, and the British steamship Palmas.

The British steamship Pira Nang reports that she left Tacoma on the 10th ultimo. From Victoria to meridian, crossed in lat. 50° north, had moderate southerly winds. On the 28th and 29th ultimo in lat. 30° 42' north and long. 147° 22' east, experienced terrific northerly gale and heavy sea, with barometer at 29.39; thence to Yokohama had light northerly winds and fine weather. Arrived at Yokohama on the 2nd instant. Left Kobe on the 6th, and when between Osaka and Tsurubuchi experienced heavy north-north-east gale with terrific squalls and mountainous confused sea; barometer registered 29.30. Thence to Hongkong had fine weather with light variable winds.

The American mail steamship City of Peking reports that she left San Francisco on the 17th ultimo at 3.40 p.m. Crossed 180° meridian in lat. 40° north. On Sunday, the 2nd instant, in lat. 34° 40' north and long. 151° 47' east, passed and exchanged light signals with O. & O. steamship Oceanic. Sailed from Yokohama on the 6th at 6.12 a.m. Had moderate to fresh north-east to east winds to Kuro Island, where the weather became unsettled with rain and heavy squalls. On the 10th in lat. 25° 37' north and long. 120° 41' east, we encountered a very heavy gale from north-east, with hard squalls and heavy sea; ship heve to for 17 hours. On Sunday 11th, wind and sea moderated for about 6 hours. Left Kuro Island, crossed to a violent gale from N.N.E. with squalls of hurricane force, a very ugly and dangerous and heavy sea running; ship heve to for 15 hours. Lowest barometer 29.40. Same day at 8.15 a.m. passed C.P.R. Co.'s steamer standing to N.E. in lat. 25° 52' N., long 121° 03' E. On 12th at 12 a.m. wind moderating, we resumed our course to Hongkong with light N.E. winds and fine clear weather to port. Time 7 days, 7 hours and 35 min.

Post Office.

A MAIL WILL CLOSE
 For Shanghai—Per Bombay to-morrow, the 14th instant, at 10.30 A.M.
 For Europe, &c., India via Bombay—Per Verona to-morrow, the 14th instant, at 11 A.M.
 For Singapore and New York—Per Camille to-morrow, the 14th instant, at 3.30 P.M.
 For Saigon—Per Cleve to-morrow, the 14th instant, at 4 P.M.
 For Singapore—Per Prah to Saturday, 15th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 AIRLIN, British steamer, 1,468, Winthrop Ellis, 10th Oct.—Melbourne 30th August, Sydney 11th Sept. Newcastle 10th. Ballast, 20th.
 Rockhampton 17th, Townsville 18th, Cooktown 20th, Thursday Island 24th, Port Darwin 28th, and Timor 1st Oct. General.—Gibb, Livingston & Co.
 HAYMAN, Dutch steamer, 1,520, L. van de Valk, 11th Oct.—Batavia 1st October, Sugar.—Jardine, Matheson & Co.
 BATAVIA, British steamer, 1,001, J. R. Hill, 19th August.—Tacoma, 14th July, General.—Dodwell, Carill & Co.

HONGKONG-STEAMERS.

Continued.
 BRAGNO, Italian steamer, 1,498, L. Baccari, 20th Oct.—Bombay 17th Sept. General.—Cardwell & Co.
 BOMBAR, British steamer, 2,047, H. S. Blackburn, 11th Oct.—Singapore 5th October, General.—P. & O. S. N. Co.
 CHARTERS TOWERS, British steamer, 1,905, A. Murray, 10th Oct.—Kutchinotru 5th Oct. Coals.—Mitsui Bussan Kaisha.
 CROZ-AND, British steamer, 1,756, R. C. D. Bradley, 12th Oct.—Shanghai 6th October, and Swatow 11th. General.—Jardine, Matheson & Co.
 CICCRO, British steamer, 1,003, A. George, 7th Oct.—Saloon and October, General.—Arnhold, Karberg & Co.
 EMPRESS OF CHINA, British steamer, 3,001, R. Archibald, 10th Oct.—Vancouver 18th Sept. Yokohama 3rd October, Kobe 5th, and Shanghai 7th. Mails and General.—Canadian Pacific R. Co.
 FAME, British steamer, 1,177, Captain Molise, Hongkong Government tender.
 HOLSTEIN, German steamer, 1,101, J. Bruhn, 11th Oct.—Saloon 5th October, Rice and Paddy.—Wilder & Co.
 LEMMOX, British steamer, 1,537, W. Ward, 9th Oct.—Mol 3rd October, Coals.—Dodwell, Carill & Co.
 NARMA, British steamer, 865, Harris, 11th Oct.—Fochow 7th Oct. Amoy 8th, and Swatow 10th. General.—D. Laporte & Co.
 ORIENT, British steamer, 419, J. M. Daly, 23d May.—Singapore 6th May, General.—Butterfield & Swire.
 PASTERN, British steamer, 855, J. Jenkins, 12th Oct.—Saloon 6th October, Rice.—Hop Hing Hong.
 PRIOR, German steamer, 1,637, G. Petersen, 9th October.—Kobe 4th October, General.—Sluimien & Co.
 PRONIS, German steamer, 1,050, H. Johansen, 12th Oct.—Mol 5th Oct. Coals.—Wilder & Co.

TAIKER, German steamer, 828, Calender, 1st Oct.—Kobe 25th Sept. Coals.—Meyer & Co.
TAKTAR, British steamer, 1,756, D. S. Bailey, 11th Oct.—London and Singapore 4th Oct. General.—Dodwell, Carill & Co.
VERONA, British steamer, 1,756, F. H. Seymour, 10th Oct.—Yokohama 2nd Oct. Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.
 ALBANIA, British ship, 1,438, W. S. Brownell, 24th Oct.—New York 7th May, Kerosene Oil.—Reuter, Brockmann & Co.
 CONSTANT, British ship, 1,506, Langley, 18th August.—New York 12th August, Petroleum.—Order.
 ELIE, German ship, 1,375, H. Bremers, 15th August.—New York 14th April, Petroleum.—Arnhold, Karberg & Co.
 ERLKONG, British bark, 477, Optima Examination, do. hulk, Stonecutters' Island.—Chinese Customs.

ED. SOUL, American bark, 1,443, Ballad, 14th Sept.—Newcastle (N.S.W.), 21st July, Coals.—Geo. R. Stevens.
 ISAAK, American ship, 1,454, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil.—Reuter, Brockmann & Co.
 JESSEMAN, German bark, 883, A. Oesselmann, 21st Sept.—Hamburg 25th April, General.—Arnhold, Karberg & Co.
 J. Y. ROBBING, British schooner, 178, Crooby, 11th Sept.—New York 10th May, Petroleum.—Order.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August.—Yee-on 11th Aug. Timber.—Yung Keng.
 ORIENT, Italian bark, 1,534, M. Morensen, 17th August.—New York 10th May, Petroleum.—Order.
 PIERREAU, British bark, 727, Wood, 2nd Oct.—Canton 22nd August, and Cansu, 19th Sept. Timber.—Gibb, Livingston & Co.
 RICHARD PARSONS, American bark, 1,116, W. F. Thompson, 20th August.—Shanghai 30th July, Ballast.—Arnhold, Karberg & Co.
 SACKMAN, American bark, 1,290, Wm. H. Gould, 20th Sept.—New York 24th May, Oil.—Shewan & Co.

SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23d April, Kerosene Oil.—Jardine, Matheson & Co.
 VELOCITY, British bark, 498, R. Martin, 14th August.—Honolulu 15th June, General.—Chinese.

F. Blackhead & Co., SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS & GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Pott's Warehouse).

RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.
 HARTMAN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.
 SPECIAL SELECTED EXTRA PRIME PORK AND BEEF in Barrels.
 Also AMERICAN PRIME SUGAR-CURED HAMS AND BACON.
 CH. MOTT & Co. BORDEAUX CLARETS, CEMENT, from the celebrated Factory of Bordeaux.
 PILSENER BEER, STOCK BEER, ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
 EVERY KIND OF SHIPS' STORES AND REQUISITES ALWAYS IN STOCK.
 REASONABLE PRICES.
 ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.
 Des Coteaux of the finest old BRANDY, COGNAC, & Sams, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN FOR THE TULE LIFE PRESERVER AND RAFT.
 Manufactured by the LINDSAY IMPROVEMENT COMPANY, SAN FRANCISCO, CALIF.

Brooklyn
 Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT DEODORIZER AND GERMICIDE.
 It is a valuable and reliable remedy for use in every case of epidemic disease, and is the only disinfectant that can be used in the most effective manner.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 30th September, 1892. [975]

TO LET.
 WITH IMMEDIATE POSSESSION.
 THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin, Cruickshank & Co., Ltd.
 Also, Two Large AIRY ROOMS on the Top Floor of above.
 Apply to DAKIN, CRUICKSHANK & Co., Ltd., Victoria Dispensary, Hongkong, 20th August, 1892. [781]

TO LET.
 HOUSES in KNOTFORD TERRACE, Kowloon.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 30th September, 1892. [975]

TO LET.
 NEW HOUSES in RYTON TERRACE—Bonham Road, New Bessie Point.
 A-LARGE Six-roomed HOUSE at Magazine Gap.—Rent inclusive of taxes \$35 per month.
 No. 4, BLUE BUILDINGS, FLOORS in Blue Buildings.
 OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)
 GODOWN, (under Messrs. Dunn, Melbye & Co.'s Office).
 GODOWN, No. 1A, Blue Buildings.
 SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 30th September, 1892. [975]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
PROPOSED SAILINGS FROM HONGKONG.
 Belgic Thursday, 10th November.
 Oceano Tuesday, 20th November.
 Galle Tuesday, 20th December.

THE BELGIC
 will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th November, at 1 P.M., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. \$225.00
 To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.
RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 days' Tickets.	Continuing Trip Tickets.
Kansas City, Mo., Omaha, Neb.	\$85.00	
St. Louis, Mo.	225.00	291.50
St. Paul, Minn., Minneapolis, Minn.	225.00	291.50
Chicago, Ill.	225.00	291.50
Milwaukee, Wis.	225.00	291.50
Cincinnati, Ohio	225.00	291.50
Columbus, Ohio	225.00	291.50
Cleveland, Ohio	225.00	291.50
Detroit, Mich.	225.00	291.50
Pittsburg, Penn.	225.00	291.50
Niagara Falls, N.Y., Buffalo, N.Y.	225.00	291.50
Montreal, Can.	225.00	291.50
Philadelphia, Penn.	225.00	291.50
Boston, Mass.	225.00	291.50
New York	225.00	291.50
Boston, Mass.	225.00	291.50
Portland, Maine	225.00	291.50

All the above rates are in Mexican Dollars. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months \$337.50
 12 months \$393.75
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.
 All Passengers should be marked to address in full, and same will be received at the Company's Office until five P.M. the day previous to sailing.
 Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed in the Collector of Customs, San Francisco.
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 13th October, 1892.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
PROPOSED SAILINGS FROM HONGKONG.
 City of Peking Saturday, 22nd Oct.
 China Tuesday, 1st Nov.
 Peru Saturday, 10th Nov.
 City of Rio de Janeiro (via Honolulu) Saturday, 10th Dec.

THE U. S. Mail Steamship
"CITY OF PEKING"
 will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 22nd Oct. at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. \$225.00
 To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.
RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.
 Kansas City, Mo., Omaha, Neb. \$85.00
 St. Louis, Mo. 225.00
 St. Paul, Minn., Minneapolis, Minn. 225.00
 Chicago, Ill. 225.00
 Milwaukee, Wis. 225.00
 Cincinnati, Ohio 225.00
 Columbus, Ohio 225.00
 Cleveland, Ohio 225.00
 Detroit, Mich. 225.00
 Pittsburgh, Penn. 225.00
 Niagara Falls, N.Y., Buffalo, N.Y. 225.00
 Montreal, Can. 225.00
 Philadelphia, Penn. 225.00
 Boston, Mass. 225.00
 New York 225.00
 Boston, Mass. 225.00
 Portland, Maine 225.00

CLARK'S
WORLD-FAMED
BLOOD MIXTURE
THE GREAT BLOOD PURIFIER AND RESTORE.
 For cleansing and clearing the blood from all impurities. It cannot be too highly recommended. For Scourful, Scruvy, Skin and Blood Diseases, Eczema, and Sores of all kinds, it is a never-failing and permanent cure.
 It Cures Old Sores.
 Cures Ulcerated Sores on the Neck.
 Cures Ulcerated Sores on the Legs.
 Cures Blackheads, or Pimples on the Face.
 Cures Scruvy Sores.
 Cures Cancerous Ulcers.
 Cures Blood and Skin Diseases.
 Cures Glandular Swellings.
 Clears the Blood from all impure matter, from whatever cause arising.
 Clarke's Blood Mixture is the only real Specific for Gout and Rheumatic pain, for it removes the cause from the blood and restores the system to health.
 As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.
 Clarke's Blood Mixture is sold in Bottles of each size, and in cases containing six times the quantity. It is guaranteed to effect a permanent cure in the great majority of long-standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midland Counties Drug Company, Lincoln, England. Trade Mark—Blood Mixture.

CAUTION.
 Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations are sometimes palmed off on unsuspecting buyers. The words "Blood Mixture" are prominently displayed on the Government Stamp, and "Clarke's World-famed Blood Mixture" is blown in the Bottle, without which some are granted.

DENTISTRY.
FIRST CLASS WORKMANSHIP AND MODERATE FEES.
 M. H. WONG, TAI-FONG.
 Surgeon Dentist, (Formerly articled Apprentice, and lately, assistant to Dr. Rogers), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).
 CONSULTATION FREE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 30th September, 1892. [975]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
PROPOSED SAILINGS FROM HONGKONG.
 Belgic Thursday, 10th November.
 Oceano Tuesday, 20th November.
 Galle Tuesday, 20th December.

THE BELGIC
 will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th November, at 1 P.M., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. \$225.00
 To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.
RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 days' Tickets.	Continuing Trip Tickets.
Kansas City, Mo., Omaha, Neb.	\$85.00	
St. Louis, Mo.	225.00	291.50
St. Paul, Minn., Minneapolis, Minn.	225.00	291.50
Chicago, Ill.	225.00	291.50
Milwaukee, Wis.	225.00	291.50
Cincinnati, Ohio	225.00	291.50
Columbus, Ohio	225.00	291.50
Cleveland, Ohio	225.00	291.50
Detroit, Mich.	225.00	291.50
Pittsburg, Penn.	225.00	291.50
Niagara Falls, N.Y., Buffalo, N.Y.	225.00	291.50
Montreal, Can.	225.00	291.50
Philadelphia, Penn.	225.00	291.50
Boston, Mass.	225.00	291.50
New York	225.00	291.50
Boston, Mass.	225.00	291.50
Portland, Maine	225.00	291.50